

Wolseley Satisfied.

Buller's Forces Already Feeling Their Way to Kimberley and Ladysmith.

Garrisons Equal to Task of Meeting Boers' Parting Desperate Assault.

Sacrifices by White's Column Served Purpose of Securing Lower Natal.

By Associated Press.

New York, Nov. 12.—A Tribune cable from London says: "As there were signs of uneasiness among the war office staff over the situation both at Ladysmith and Kimberley, I took measures yesterday for ascertaining definitely whether these apprehensions were shared by the Commander-in-Chief. I can state positively that Lord Wolseley is not anxious respecting the condition of affairs in South Africa, but most confident that the worst is over, and that Ladysmith will hold out until reinforcements enable Gen. Buller to take the offensive. He has been anxious, but not since the prospect of the relief column arriving at Capetown. He can be quoted as saying that Gen. Buller only needs to keep still and remain on the defensive until a relief column can be sent from Durban, and that he has already succeeded in holding back the Boers from Lower Natal. A practical proof that Lord Wolseley is satisfied with the outlook in South Africa and is not in dread of any reverse for British arms, is the fact that he has gone out of London over Sunday."

THE ATTACK ON KIMBERLEY.

"The news received from the seat of war during the last twenty-four hours has indicated that the Dutch allies were making a determined attack on Kimberley from two points, and that they were massing their forces in defensive positions south of Ladysmith, in order to block the advance of the relief column. This force had a brisk skirmish on Friday with Free State troops about 70 miles or so from Kimberley, and lost two officers, including Col. Keith Falconer of the Northumberland Fusiliers, a brilliant officer and popular in the army, who did fine work under Kitchener. The news of this loss was a relief, and a bulletin from Gen. Buller reported that the troops were engaged hotly for several hours."

TROOPSHIPS ARRIVING.

"Four troopships, conveying over 4,700 men, arrived at Capetown yesterday, and two of them, with 2,000 troops, were despatched for Durban. If the Aurania, as reported, has landed 1,650 men at Capetown, it is a sign that Kimberley, as well as Ladysmith, will be speedily relieved, and that Gen. Buller is determined to avert a possible reverse on the western border."

"The best informed military writers are not disposed to believe that the British garrisons at De Aar and Orange River Junction will be strongly reinforced until Natal is cleared of the enemy."

"The voyage from Capetown to Durban is equal to that around England and Scotland. Each transport will require three days for making the distance, and it will be fully two weeks before Lord Methuen's division of 10,000 men is ready to advance from Estcourt."

WHITE DOING GOOD SERVICE.

"While Gen. Buller is closely invested, he understands the art of defensive warfare, which he learned under Lord Roberts when he was shut up in Cabul twenty years ago. Gen. Buller's friends in London are not only not only secure against long-range fire and unscientific siege operations, but he also serves a useful purpose in holding back the Boer forces from raiding Lower Natal, where the British garrisons can not now exceed 5,000 men, even with the naval brigade from the cruiser Terrible and other ships."

THE QUEEN'S FAREWELL.

"There were stirring scenes yesterday at Southampton, where her three thousand troops, sailed by three ships, about the time when the famous Lancashire men who made the brilliant charge at Omdurman were disembarking from their long voyage from India. There was even a more moving spectacle at Windsor, where the composite regiment of the Household Cavalry was reviewed by the Queen and greeted by her with a tender and affectionate message of farewell. Helms were swung on to bayonets, and the Life Guards and Bases cheered lustily for the Queen, and the great concourse of spectators were fairly choked with emotion."

ARISTOCRACY AT THE FRONT.

Hardly One Prominent Family in Great Britain Not Represented on African Service.

London, Nov. 12.—Among the Guards officers who are leaving for the seat of war is the Hon. Gerald Ward, aged 22, son of the Hon. of Dudley. He married Lady Evelyn Crichton, aged 21, on Tuesday last. Lady Evelyn Crichton also has two brothers at or on the way to the front.

Among other departures are Lord Howard de Walden, who had leave for a

week to attend his father's funeral on Wednesday.

The Marquis of Dufferin has three sons on the Transvaal border and in Natal. The three Tecks, brothers of the Duchess of York, are already in South Africa.

Lord Edmund Talbot, only brother and heir to the Duke of Norfolk, whose sister died yesterday, has gone with the Nineteenth Hussars.

Two sons, next heirs to Lord Sinclair, of the oldest barony in Scotland, are there, as well as the two only sons of the Marquis of Lansdowne; while the Duchess of Buccleuch has two sons and a son-in-law at the front. The Earl of Longford, married Wednesday to the daughter of the Earl of Jersey, sails with the Guards.

The Marquis of Tullibardine, heir to the Duke of Athole, who married a most beautiful girl, Miss Ramsay, two months since, also leaves with the Guards.

The Duke of St. Albans' brother and heir is in Kimberley.

The Duchess of Roxburgh has two sons with White's force at Ladysmith.

The Duke of Portland has a brother in Mafeking, while the Duchess's brother sails to-day.

The Earl of Durham has two brothers there, one being in command of the naval contingent at Ladysmith, where the Earl of Derby has two sons.

Lord Edward Cecil, Salisbury's third son, is in Mafeking. Lord and Lady Tweedmouth, the latter Lord Randolph Churchill's sister, took leave of their only child to-day, the Hon. Dudley Marjoribanks.

In fact, there is hardly an aristocratic family with sons which has not one engaged in some way in the warlike operations in South Africa.

TROOPSHIP REPORTED.

London, Nov. 13.—The war office announces that the troopship Roden Castle has arrived at Durban, and the troopship Gazon at Capetown.

World's Eyes

On Ladysmith.

Severe Ordeal for White's Forces Before Relieving Column Can Arrive.

Shortage of Ammunition a Danger—Boer Firing on Helpless Refugees.

By Associated Press.

London, Nov. 12.—Reviewing the military situation as it stands, the military expert of the Westminster Gazette says:

"It is hardly too much to say that the attention of the civilized world is now fixed on the situation at Ladysmith. On the development of that situation in the immediate future rests our hope of a speedy conclusion of the war."

"If Sir George White can maintain his position up to November 26, or perhaps a day or two longer, the danger in Natal will be ended. Should he fail to do so, he will be compelled to abandon his arms and stores and retire with heavy loss to the southward, only to be brought up by broken bridges and Boer forces in position on the Tugela river."

"It is impossible to predict what may happen in considering the situation. To put it shortly, the weak point in White's position is that our men and horses must be enduring daily an ordeal which cannot improve their fighting efficiency. Though we are told provisions are plenty, yet there is danger that ammunition—especially ammunition for his big guns—may run short."

"Under these circumstances it is now clear that Sir Redvers Buller has determined to send Lord Methuen's division, consisting of the Guards Brigade and the 1st and 2nd Divisions of the English Brigade, under Major-General Hildrand, to Durban with orders to break through the Boer southern outposts at Pietermaritzburg or at Coseno and join hands with Gen. Buller. Unfortunately the assembly of this division at Durban will be a matter of some little time."

PIRING ON REFUGEES.

In discussing the reported acts of treachery on the part of the Boers, the Westminster Gazette's military correspondent says: "When an act which with infamy is deliberately committed, with no possible excuse of hot blood or turmoil and confusion of a great battle, we are entitled to assume that such obloquy would not be incurred without some prospect of great and immediate advantage. What possible advantage could the Boers gain from the destruction by artillery fire of a number of refugees whom they had just handed over to our charge, doubtless with the object of embarrassing White with a number of additional mouths to feed?"

"It must also be remembered that these Boer guns, which are doing the most damage, are mounted at a great distance, probably some three or four miles, from our pickets. Do not all these circumstances point to the fact that the shots were fired through a misunderstanding, such as might easily have occurred on an even side? Last night, when the Boers were so successful in convicting the Boers of wilful inhumanity and gross violation of the laws of war?"

FOR BIGGER ARMY.

Lieut.-Col. Sir Wolfe Barry, of the Engineer and Railway Volunteer Staff Corps, says: "In military matters Great Britain is trading with insufficient capital. She ought to add 100,000 men to her army."

NEW YORK'S HORSE SHOW.

New York, Nov. 12.—The dress parade for the annual horse show, which opens to-morrow morning in Madison Square Gardens, was held to-day, and everything is now in readiness for the event. It will be the fifteenth in number, and indications point to an even more successful exposition than any previous one has been. This year the entries are more numerous than for any other show.

The Brush At Belmont

For Three Hours British Cavalry and Artillery Worried the Free State Boers.

Enemy Fell Back With Their Wounded Instead of Answering Attack.

British Effort to Locate the Lager Showed Hills Full of Sharpshooters.

By Associated Press.

London, Nov. 13.—The war office this morning issued the following official despatch from Capetown, dated Sunday, November 12, noon:

"Col. Gough, at Orange River, reports that during the reconnaissance of fifteen miles to a point nine miles west of Belmont, on November 10, the officers of the patrol first came on a Boer position taken upon a great semi-circular ridge, standing out into a plateau. They endeavored to make the Boers develop their strength by demonstrating with two squadrons of the Ninth Lancers and a field battery on the left wing, with one and one half companies of mounted infantry on the right wing, and with artillery in the middle of the plateau, with infantry fire."

"The enemy began by firing at our cavalry from a gun at the north end. As the cavalry, in open order, began to circle around them, the hills seemed to be full of sharpshooters. The mounted infantry endeavored to outflank the enemy's left, in order to discover the lager, coming under a heavy and unexpected fire from a few skirmishers."

"Our guns fired several apparently effective shots, but the enemy did not respond, having withdrawn with the wounded. The enemy did not fire on an ambulance."

"Col. Gough withdrew his force after a demonstration lasting three hours, and returned to camp the same afternoon near Orange River."

"The guns and a few horses were brought in by rail. The wounded were sent to Orange River by rail immediately after the action."

"The enemy's strength appeared considerable, apparently 700, with one gun, under David Lubbe and P. Van der Merwe."

AMERICAN WOMEN'S AID.

Generous Subscriptions for Their Hospital Ship and No Lack of Doctors and Nurses.

New York, Nov. 12.—A Tribune cable from London says: "American women have been enabled to express their sympathy for England in the Queen's own womanly way, when diplomatic etiquette and propriety have silenced the embassy. The American scheme for equipping a hospital ship for the wounded soldiers and distressed refugees, has commanded admiration and respect and has been carried out with great spirit and practical skill. Mrs. Blow is credited with having been the first to suggest the movement, but Lady Randolph Churchill has taken full charge of it, with the assistance of all the best known American women in England."

"The Atlantic Transport Line has not only provided a ship, but has also assumed the expense of manning and operating it, while current rates for chartering vessels for service in South African waters involve a great monthly outlay."

"One firm has sent an immense consignment of mineral water, another has provided a full assortment of drugs, and the managers of the American Women's Association, and fresh subscriptions, the fund will be increased to £20,000 or even £25,000."

"The interest taken by the Princess of Wales in the Red Cross hospital ships, and the generosity with which the Duke of Newcastle and other patrons are supplying money for this noble charity, have already influenced the American committee. They have decided to spare no pains to make the equipment of their ship as complete as possible, even if the sailing of the Maine be delayed for a fortnight."

New York, Nov. 12.—The Atlantic Line transport Mesaba, which sailed Saturday, had among her passengers three surgeons and five trained nurses who will serve on the hospital ship Maine, which the Association of American Ladies in London, represented by Lady Randolph Churchill, is sending out to South Africa. About thirty more will follow next week. The trained nurses will be Miss H. E. Hibbard, Miss Virginia Ludwick, Miss Jennie A. Manley, Miss Sarah B. McVean, and Miss M. J. McPherson. The surgeons are Dr. Geo. Eugene Dodge, Dr. Harry Heath Roman, and Dr. Chas. Henry Weber, of Philadelphia.

The party will take an ambulance, selected by Gen. Francis V. Greene as the best product of army experience. It is sent as a personal gift of Mrs. Whiteley Reid, to whom Lady Randolph Churchill and her English association have entrusted the entire work of selecting the American personnel of the hospital ship. This ambulance was constructed after designs by Major E. T. T. Marsh.

NO WOMAN DOCTORS.

London, Nov. 12.—The Marquis of Lansdowne, secretary of state for war, has written a letter to Miss Ward, M.P., who volunteered to go to South Africa as a physician, in which he says that, while he appreciates her offer, he is not prepared at present to allow women doctors to join the force in the field.

TREASON IN IRELAND.

Nationalist Committee Make Merry Over Their Slain Countrymen—Threat Against Recruiting.

London, Nov. 12.—The following ironical resolution was adopted by acclamation at a recent meeting in East Mayo, Ireland, presided over by Michael Davitt:

"Resolved, that we cannot refrain from expressing our approval of the conduct of some thousand British mules in the neighborhood of Ladysmith, nor express the sincere hope that some fitting testimonial be made to the common sense of these intelligent animals, in following the example of British soldiers in running into the camp of the victorious Boers."

Notices have been sent throughout North Cork calling upon the people to "remember 1799, and prevent enlisting in the British army, which is treason to Ireland." The document sets forth that "Irishmen in the English service who have been sent to Africa will have to fire against the Irish Nationalists who have raised Ireland's flag in the Transvaal, and are fighting for the Boers against the oppressor of Ireland. The Boers are making a brave fight against the tyranny and oppression of England. Let no Irishman dare raise a hand against them. In all the Irish towns and villages recruiting sergeants are trying to entrap thoughtless Irish boys to join the British army."

This document emanates from the Irish Transvaal Committee, and the government is urged by the ministerial press to prosecute its authors.

The manifestation of sympathy with the Boers through public meetings and the press in Ireland is bitterly resented here. English Home Rulers declare that such action abases them from further adherence to Gladstone's policy.

War Cloud

In The Orient.

Further Indications of Impending Trouble Between Russia and Japan.

The Czar's Operations in Korea to Be Checked at Whatever Risk.

London, Nov. 13.—The Shanghai correspondent of the Daily Mail says: "An uneasy feeling regarding the relations of Russia and Japan is spreading here. Without doubt Japan is practically allied with China, despite the degradation which the Empress Dowager inflicted upon the Chinese envoys to Japan on their return. This was merely a tactical move with a view of appeasing Russia."

"A large Russian fleet intends wintering in Nagasaki harbor, and some demonstration from Japan is probable."

Prince Henry of Prussia, commander of the German squadron in the North Pacific, is watching the progress of events. He recently declared in the course of a conversation that the Japanese are in splendid condition, from the European point of view."

"The Daily Mail says: 'We understand there is considerable censorship on cables from Japan.'"

Hurry orders have been received by the builders of the Japanese battleship now in process of construction at Clyde Bank, to complete the vessel as quickly as possible. The new ship, which will be one of the largest afloat, is to be finished by January 1, 1900. It is believed that these instructions are the result of the increasing tension between Japan and Russia."

London, Nov. 12.—Amid much wild talk concerning the relations of Russia and Japan, the Times' Seoul correspondent writes in a suggestive fashion, which is worthy of consideration. He argues that there is going to be a great struggle in the Far East, chiefly between Japan and Russia, on account of the trade of that territory. Practically Japan's only market is the United States, and this trade is destined to drop as prices rise in Japan and the country becomes more industrial."

This being so, the correspondent argues, Korea is the key to the question. If Russia is roughly outwitted there she will be able to watch every line of Japanese communication with the continent, cut off her markets on the mainland, and even menace Japanese autonomy. But if Japan has control of the peninsula, she will have a more advantageous position in the Yellow Sea than Russia, and will be able to threaten the unruly harbors of West Korea. The port of Masampo, for example, is one of the finest harbors in the world."

Thus Japan, while vitally interested in China, must desire a disposition of Korea before there can be any settlement of the Chinese problem. If the Chinese matter is in charge of the Japanese, they will be compelled to hurry a decision as regards Korea. Herein lies the danger, as it is not likely that Russia will care to share her domination of the Yellow Sea with a country which bids fair to become a great naval power, while nothing will compensate Japan for the loss of the peninsula, which is indispensable to her both for commerce and strategy."

BULLER'S PRECAUTION.

Little Towns Evacuated Because Frontier Line Too Much Extended for Defending Force.

London, Nov. 13.—A special despatch from Capetown confirms the earlier reports that it was Gen. Buller who ordered the British evacuation of Stormberg and Maunaboort, as he considered the frontier line too weak and too much extended. It is understood, however, that Maunaboort will be occupied again as soon as the advance from Queens-town is ordered.

From Stormberg it is reported that the Free Staters are working slowly toward Dordrecht, with a view of attacking Queens-town and cutting off towns in the northern districts of Cape Colony."

Engaged at Kimberley

Boers Bent Upon Cattle Raid—Inn Given a Surprise by Colonial Cavalry.

Severe Skirmishing About the Town with Artillery Work on Both Sides.

British Losses Few but Enemy Believed to Have Suffered Severely.

By Associated Press.

London, Nov. 12.—The war office issued the following despatch this afternoon from Gen. Sir Redvers Buller, dated Capetown, Nov. 11, 11:40 p.m.

"Col. Kekewich (British commander at Kimberley) reports that the enemy were very active on November 4, principally with the object of driving off cattle. The Orange Free State troops retired rapidly before Col. Turner, without firing."

"At 12:30 p.m. the Transvaal troops advanced on Kimberley. Major Peakman, with a squadron of the Kimberley Light Horse, was hiding in the bush, and gave the enemy a warm reception. The Boers retired firing. Col. Turner reinforced Major Peakman, and at 12:40 p.m. the enemy opened fire with one piece of artillery at nearly 4,000 yards."

"Two guns of the Diamond Field Artillery were then sent in support of Col. Turner, but the enemy's guns had ceased firing after the fifth round. Consequently, our guns did not come into action. The enemy's artillery fire was not damaging, and his shooting was bad."

"Our casualties in the Kenilworth engagement were limited to Major Alf, of the Cape Police, who was wounded in the neck. He is expected to recover."

"Later in the day, our pickets say, the Boers carried off six dead from one spot, probably killed by our Maxim. The total Boer loss was probably heavy, but had not been estimated by Col. Kekewich."

"About 5:30 p.m. Col. Turner was again in contact with a new body of the enemy on Schmet Drift road. From the coming tower a large number could be plainly seen about two miles to the north of the Kimberley reservoir and others held a walled enclosure on their own right flank. Col. Turner opened with a Maxim and two guns of the Diamond Field Artillery in support. He came to action at 5:47 p.m., and continued firing until dusk."

"Our further casualties there were: Private Tubbs, of the Cape Police, who was shot through the head and who died on arrival at the hospital; and Sergeant Watermidge, of the Kimberley Division of the Cape Police, who was wounded, but is doing well."

"Col. Kekewich is unable to estimate the enemy's losses, but believes it must have been severe, judging from the precipitate retirement of the Boers."

"At 6:15 p.m. the enemy opened with one piece of artillery from the Otto's Kopje, the latter being held by the Cape Police. The enemy inflicted no damage."

Capetown, Nov. 11.—The following despatch, undated, has been received from Kimberley by despatch riders via Hope-town, November 4 (morning):

"In yesterday's fight the Boers made their appearance near Carter's Farm. The British opened fire with a Maxim, the enemy replying with the rifles. By mistake our fire went down into the valley, killing a number of the Cape Police and wounding another."

"The British finally retired on the reservoir, where two guns were brought up to shell the Boers. The result is not yet known."

"Meanwhile, some Boers had occupied Kamper's farm, firing with one gun on Otto's Kopje, but not getting the range they did no damage."

"It is believed that six Boers were killed in the first fight. The Boers now surround Kimberley in great numbers and are bent on 'lifting' cattle and harassing the British."

"New alarm signals were sounded at 10 o'clock this morning, the enemy having been observed in greater numbers and closer to our outposts. They fired on a patrol under Major Peakman, who engaged them, but the fight was at long range. The only casualty was the wounding of Major Alf, of the Cape Police."

"The enemy lifted forty cattle northwest of the sanitarium, subsequently firing eight shells in the neighborhood of Felsheid's Farm, at Kenilworth. They did no damage and retired. Later they fired on a number of convicts who were working near the sanitarium, and eventually went off with a large number of cattle and donkeys."

COMMAND AT DURBAN.

Capt. Scott of the Terrible Succeeds Major Bethune—The Sailors Arouse Enthusiasm.

Durban, Wednesday, Nov. 8.—Captain Percy Scott of the first-class protected cruiser Terrible has been appointed commander here, in place of Major Bethune, who will assume active command of the Mounted Outlanders corps.

The march of the Naval Brigade with twenty guns through the town was an inspiring scene. The band of the Terrible, stationed outside the town hall, played popular airs, and the crowds along the line of march exhibited intense enthusiasm."

WOUNDED DOING WELL.

London, Nov. 13.—A despatch from Capetown says: "The wounded are recovering in a remarkable manner. The Maxims wounds are small and heal quickly. Many of the wounded are applying for permission to return to the front."

ENGLAND CALMLY CONFIDENT.

Situation in Natal but an Incident in Management of World-Wide Empire—Mansion House Fund.

London, Nov. 12.—England has settled into an imperturbable quiet, in which the momentous changes of diplomacy are regarded without amazement, and where the supreme military operations pending are borne without anxiety. The complete investment of Ladysmith, with the British army cut off from communication with the world except by pigeon post, is passed over without a flurry of excitement as one of those little incidents which must be expected in the management of a world-wide Empire.

Presence of mind, sobriety of judgment, indelible courage, serene faith in the resources of the nation, and all the best traits of the English character are involved in this crisis. They do not neglect the plain requirements of patriotism and gratitude.

The families of veterans and army reserves are regarded as wards of their employers, the nation. The Mansion House relief fund has reached the splendid total of £339,000.

Our Boys

Reported.

London, Nov. 12.—The Allan Line steamer Sardinian, from Quebec, with the Canadian contingent for South Africa, has arrived at St. Vincent, Cape Verde Islands.

(St. Vincent, a port of call for vessels from English ports as well as from America, is 4,000 miles from Capetown. Roughly speaking, it is halfway point for the Sardinian, which sailed from Quebec on October 31.)

PRESS SERVICE CORPS.

Suggestion to Substitute It for Miscellaneous Literary Adventurers Eager for Battle Scenes.

London, Nov. 12.—The war office has been bombarded during the last six weeks with applications for permits from Americans and foreigners to accompany the army in the field and to describe what takes place. It is hardly possible to number the ambitious writers in America alone who have been eager to go to the Cape at their own expense, and even veterans in the service of the press have been bottled up and virtually gagged by the censor.

The reform which some London newspaper owners now suggest for future campaigns is limiting the number of correspondents in the field to a few representatives of general press associations, who will be selected by virtue of expert knowledge in previous wars and entrusted with the duty of giving the newspapers throughout the world well written, authentic accounts of what goes on at the front.

THE NOISE OF BATTLE.

Alleged Cooling Off in the Marked Friendship Towards British Cause.

Rome, Nov. 12.—All Rome is talking of an apparent change in the Vatican's views of the war in South Africa.

On Tuesday the Popolo Romano, in the course of an article observed that the Italian public was virtually unanimous in supporting England, to whom Italy owed her very existence."

On Wednesday the Osservatore Romano, the well-known Vatican organ, retorted with a fiery editorial. It was quite true, it said, that the Italian liberals had reason to be Anglophile, because it was England they had to thank for the triumph of Freemasonry and the fall of the Pope's temporal power; but England would sooner or later find her end, and the day would come when the triumph of the devil in Italy and in Africa. Only the other day the Osservatore Romano was expressing the earnest hope for the success of the British arms."

AGUINALDO FOOLS THEM.

Americans in Insurgent Capital Find Neither Leader Nor Government—Greater Force Needed.

Manila, Nov. 12.—Gen. Macarthur and Gen. Lawton are closing in on Tarlac. Gen. Macarthur took Mambam yesterday. This was supposed to be the strongest position held by the Filipinos except Tarlac. Accounts of the engagement indicate that the rebels fought according to their recent tactics, retreating after firing a few volleys. An officer of the 36th Regiment is the only American reported killed.

Manila, Nov. 13 (8:30 a.m.)—Col. Bell's regiment and a small force of cavalry entered Tarlac last night without opposition. Where Aguinaldo, with his army, and the so-called government, have fled to, is a mystery.

San Francisco, Nov. 12.—Col. Childers, of the Tennessee Regiment, which arrived from the Philippines Saturday, said: "My opinion is a force of 75,000 to 100,000 men is needed to promptly and successfully settle the war. This force will have to be retained until those who are friendly and take the oath of allegiance to the United States are strong enough to protect themselves. Otherwise the natives will come down from the mountains destroying the lives and property of all who are 'traitors' as they would call them."

THE CAPE DUTCH.

London, Nov. 13.—Capetown reports that strong bids are being made by the Boers for the support of the Cape Dutch, but without much success, although it is believed that the Dutch farmers, especially in Piquetberg, are armed with Mausers and are watching the course of events before joining the Boers.

Bombarding Ladysmith.

Surging Cauldron of Smoke About the Town and Several Fires Seen.

Lyddite Guns of Navy Mounted and Answering the Boer Attack.

Great Assault Upon Invested Town Commenced on Thursday Last.

By Associated Press.

London, Nov. 13.—(4:30 a.m.)—This morning news from the seat of war in South Africa continues fairly satisfactory. The official cables are not very detailed with regard to the Belmont incident, which except for the loss of Col. Keith Falconer was not a very serious affair. There are signs of greatly increased Boer activity in Natal and along the western frontier. All despatches tend to show that the British are

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THE WAR.

Lord Wolseley's view of the situation in South Africa, as given in the special cable to the Tribune, is interesting because of the authoritative source from which it comes, although there will be nothing specially new in it to Colonist readers. The semi-official statement of the strength of the force with which Lord Methuen will advance to the relief of Gen. White is exactly the same as the estimate made by the Colonist yesterday, namely, 10,000 men, and the object of the reconnaissance in which Col. Falconer was killed proved to be, as we suggested, the forerunner of an advance for the relief of Kimberley.

When Gen. White reached Natal to take command he had under him about 21,000 men. These will be reinforced in a few days by the soldiers aboard at least three troopships and detachments from the crews of the Powerful and Terrible. This will bring the number up to, say, 26,000 men. The losses in killed, wounded and prisoners must be close to 2,000 if not more. This would leave available 24,000 men, who may be roughly divided as one half in Ladysmith and the other half in Lower Natal. This force ought, after leaving carriages in Durban and Pietermaritzburg, to be quite able to cope with Joubert's army, especially as the portion in Lower Natal will be equipped with heavy artillery. Everything, therefore, depends upon Gen. White's ability to maintain his position, which from present indications he is likely to do. The history of all campaigns shows the tremendous task involved in capturing a town that is anything like fairly well supplied with means of defence. We do not yet see any reason to share in the apprehensions of those who think Gen. White may be short of ammunition. If he had the most abundant supply possible, there would be no great object in using it unless he was prepared to follow up the effect of a cannonade by an attack in force on the enemy's position. On the other hand, he would be acting wisely to reserve the ammunition for his heavy guns in case Joubert shall determine to make a grand assault before reinforcements arrive. As for Joubert, we cannot see that he is in any better position to capture Ladysmith than he was a week ago, unless it be true that in the meantime he has moved up some heavy guns. Gen. White must be a long way yet from the end of his resources, and even if he were in greater jeopardy than we are willing to admit, there is always the personal element to be taken into consideration, and it is no small task to capture a force of 10,000 good fighting men or drive them from a position which they have had ample opportunity to strengthen.

The despatches in the London papers received by mail bring the news down to the battle of Elandslaagte. They are exceedingly scrappy and disjointed, but show some very warm work has been done and give promise that when the whole story is told the pages which record British heroism on the battlefield will have many rich and glorious additions.

We print a statement of the case of Victoria West, giving the view of the matter held by the residents of that portion of the city. The Colonist must not be understood as endorsing the views expressed therein, farther than it has already done so in its editorial references. Our object is to lay before the public the ideas of the people directly interested.

SHIPPING MOVEMENTS.

New York—Arrived, Graf Waldersee from Hamburg.

Roseton—Arrived, Peruvian from Glasgow.

Hamburg—Arrived, Pretoria from New York.

Mosville—Sailed, Montrose for Montreal.

The Ordeal at Elandslaagte

How British Courage Stood the Test of Infantry Exposed to Machine Guns.

No Longer a General's Battle as Decimated Ranks Fixed Bayonets for Finish.

The London Times correspondent sent his paper the following graphic description of the engagement at Elandslaagte: Modder's Spruit, Oct. 21, 11:30 p.m.—Gen. French took the Imperial Light Horse and the Natal Volunteer Artillery, with six guns, and supported by four companies of the Manchester Regiment, in an armored train, and made a further reconnaissance to Elandslaagte station.

After sighting a small Boer patrol and wounding one man on it, the cavalry and battery arrived on a plateau overlooking the dip in which the station and coal fields are situated. The Boers were apparently surprised. A cloud of mounted men left the station and its environs, making for a ridge about 2,000 yards distant on the opposite side of the valley. Our scouts had almost entered the coal mines when the Natal battery came into action, bursting two shells in the station buildings.

As soon as our battery had thus disclosed our position on the plateau, the enemy opened an accurate fire with two guns from entrenched works on the ridge to which the mounted Boers had galloped. The enemy's gunners evidently had the range marked, for shells fell around the battery in action, crippling our ammunition wagon. The 7-pounders of the Volunteer artillery were unable to return this fire, the range being 4,500 yards, so Gen. French withdrew slowly, abandoning the crippled wagon.

As our battery withdrew, the enemy played their guns on the armored train. This fire, however, was ineffective. The whole reconnaissance then withdrew with the train for five miles. Gen. French having wired for supports. A few of the mounted enemy attempted to cut the train off, but were out-manoeuvred.

Reinforcements arrived at mid-day, and their arrival precipitated a sanguinary engagement which lasted two and a half hours, the Boers being driven from their position.

October 22, 7:25 a.m.—It was about 11 when a battery of artillery and a portion of the 5th Dragoon Guards arrived, having come out from Ladysmith with double teams. Shortly afterwards another train arrived with more infantry from Sir George White.

Some fugitives, including the manager of the coal mines and the Standard correspondent, who had been captured on Wednesday in the held-up train, reported that about 1,400 Boers were in position on the range from which they opened fire in the morning.

The force consisted mainly of two commandos, under Koch and De Milion (?), who had two Maxim-Nordenfeldt guns and two Maxims. They had marched right down the Bergdama Pass, having crossed into Natal by Botha's Pass and had met no British patrol at all before occupying Elandslaagte. They set themselves to intrench the end of the spur covering the railway and coalfields from the west.

Working on this information and on the fact that the Boers had had three days to complete these works, Gen. French determined to await reinforcements.

While Gen. French's force with the trains retired to Modder's Spruit, the enemy's scouts were seen circling the hills on the left. Following our retirement these became bolder, firing into the Volunteer Light Horse, which covered the party. A troop of the latter promptly dislodged them.

After halting till 2 at Modder's Spruit, it was considered that we were strong enough—having been reinforced with the Devons and the Gordons—to advance. Then a second field battery and the 5th Lancers arrived. The scouts at 3 o'clock, when the 5th Dragoon Guards began to move along the ridge by which our force had advanced in the morning, reported that the enemy were in force on the ranges on the left.

This enemy suddenly opened Maxim fire on the extended Dragoon Guards at short range. The fire was ineffective, however, and our battery immediately moved their guns out. They were reported to be a party of Free State Boers attracted by early morning firing. The whole of our infantry, now under Gen. Ian Hamilton, detrained a mile north of Modder's Spruit.

The enemy's position now requires some description. They had intrenched and haggard on the northern edge of a range running at right angles to the railway. The height of the highest spot was about 800 feet above the level of the permanent way. The range itself is a succession of hillocks, one commanding another so that when viewed from the flank they looked something like the teeth of a saw. To the front and on the flanks of this position stretched the rolling valley, with some considerable cover for at least 5,000 yards. From Modder's Spruit to the front of the Boers' position lay an undulating five-mile plain divided by a long shoulder of hill about 1,400 yards' range from our enemy's position.

Shortly after 3 a squadron of the 5th Lancers and of the Imperial Light Horse were sent to clear this shoulder for occupation by infantry, the latter arm marching upon it from the vicinity of Modder's Spruit. The Imperial Light Horse and Lancers speedily gained possession, the enemy's scouts falling back.

INFANTRY PUSHED FORWARD.

The infantry advanced steadily in extended order, the Manchesters leading, followed by the Devons and Gordons. It was a long and slow march, and it was nearly 4 o'clock before the infantry could extend along the shoulder of the hill. The Maxims were then brought to the line, and the Devons the left. The Gordons coming up in support. A covering party of the 5th Lancers and Imperial Light Horse were on the right.

As soon as our infantry were well on the hill the enemy opened and shelled the crest with accurate fire. At 4 o'clock our first battery came into action, between the Devons and the Manchesters. The enemy were nothing daunted, and returned the fire of the latter with vigor. Their range was excellent, and though in the first place they only remained in action six minutes, they upset an ammunition wagon and caused several casualties, especially to horses.

In the meantime clouds of the fleeing enemy were seen, as it appeared, leaving the field and escaping on the right of our

advance. This retreat of the mounted enemy was a ruse by which the Boers hoped to draw off part of the attacking force, themselves galloping back to a position on the reverse of the hill.

After the enemy's guns had ceased firing, our artillery, having now two batteries in action, began to prepare for the infantry assault, bursting shrapnel all along the Boer position.

Thunder clouds gathered behind the hills and made an ominous background, against which the lurid light of the bursting shell showed as if it were already night. It was evident that the attack must be pressed home before night, so, with half an hour's preparation, the infantry received orders to advance.

The Devons were given the task of delivering a semi-frontal attack with the Manchesters, supported by the Gordons on the right flank, for which they had to make a wide detour. This was at 4:30. At this period rain fell in deluges for a quarter of an hour.

INFANTRY VS. MODERN GUNS.

As the infantry attack began the enemy's guns came into position and shelled the advancing lines of the Devons, who were now solidly pushing across the open, cutting the wire fences that impeded them. They were extended as much as possible, this being the only method by which the men could face the Mauser and Maxim fire. Nothing could have been finer than the undaunted front of this battalion edging forward against the fire of modern arms.

Having seen the Devons on their way, I joined the Gordons as, skirting the batteries in action, they cut in on the left of the Manchesters. We marched steadily on in column of companies, until the bouldered neck of the enemy's ridge was reached. This was about three-quarters of a mile from the position of the Boer guns. In front of the Gordons were three successive kopjes, or rather ridges, running diagonally across the flat top of the hill. Each was commanded by that behind it, and the hill was one mass of the typical boulders of the country.

[The section of our correspondent's telegram which should come in at this point has not yet reached us.]

Many times fallen in places driven back yet righting themselves and steadily pushing forward, the troops on the summit pushed on. The first kopje was already a shambles. Men had fallen

They have gone with a people's hopes and prayers. Out over the eastern brine. To strike for the night of Britain's right, This bit of "the thin red line."

They have gone by danger of flood and field. As their brave sires went of yore. To fight and bleed for the world's great need, As Britons have bled before.

To slay or be slain for the loved old flag. In the cause of the just and true— To stand for the right of common earth And the heavens' open blue.

And over our loyal land to-night, Where the stars of our freedom shine, From all true hearts the prayer goes up For our bit of "the thin red line."

They have gone to fight the freeman's fight, For our far off kith and kin: Brothers of our own blood and breed. In the fight where the right must win.

For the sacred cause of freedom's laws. To win the glad release. Of those who tread "neath tyrannies dread, And widen the gates of peace.

And shame on the soul on British soil, Where the stars of freedom shine, Who will not pay in his heart to-night For our bit of "the thin red line."

We send them forth from our "True North," For sacred land and sign That well or ill to the great brave end, We are Britons from brine to brine—

And whenever the Lion's hunters are out And danger threatens his lair, Be the world on this side, he on that, Canadian hearts are there—

And stand or fall, though we go to the wall, Canadian hearts are true, Not only to stand for our own birth land, But to die for the Empire too.

Yes, we send them forth, from our "True North," Sons of the Empire's might— And allen the heart that will not pray For our soldier-bro to-night.

Yes, traitor the heart that takes our bread, And drinks our free sunshine, That will not thro' when the battle joins, For our bit of "the thin red line."

Ottawa, October 31, 1899. W. WILFRED CAMPBELL.

fast, but the weight of numbers carried our troops on.

It had ceased to be a general's battle; everything depended on company and even on section commanders and gallantly the officers and non-commissioned officers did their work.

THE OFFICERS' SACRIFICE.

If the men wavered and stuck under cover, the officers sacrificed themselves to furnish an example. The fighting on the ridge summit was of this description; it is impossible to give it in detail.

The enemy stood to their positions with a grim persistency which was magnificent, and they stood at the last kopje above their camp and laager was one of the finest pieces of fighting recorded in modern wars. In spite of the united attack of the storming regiments, training their guns at point blank range and discharging the magazines, they checked the advance for half an hour.

It was now 6 o'clock. There was only half an hour's more light, and shattered battalions were lying around the kopje where the Dutch were making their final stand.

Our bugles rang out the advance and other bugles took up the call. Fixed bayonets gleamed amid the boulders through the fading light, and the men sprang up to the well-known notes—sprang up to fall like rabbits.

Again and again sounded the call. Somehow I found myself with a company of the Devons. A fence stopped us. We fell or threw ourselves over it. Still sounded the call.

The Highlanders were shouting above. Cheering madly, we were over a breast-work, and passed a quick-firing gun still smoking. A Dutchman at my feet was holding the mere, and the Maxims were there. Some one shouted "Remember Majuba!" Over the brow there was the sound of skirling pipes. The main kopje was taken.

HER SPLENDID ARMY.

To-day this second review is of a different character. It is not the navy but the army. Now, the British army has been much despised upon the Continent since the memory of Waterloo began to fade. Its hideous mismanagement in the Crimea discredited its system as much as Balaklava honored its individual valor, and since then it has had to deal with none but petty rascals or with remote enemies. Unhappily the fields of Europe it has been unknown, and Waterloo has been eclipsed by Dupel, Sedan and Soan. With no conscription, outnumbered more than ten to one by rivals, and scattered to the four corners of the earth, it has come to be regarded as a negligible if not an outright minus quantity; but now that estimate is reconsidered.

ALL COLONIES READY.

With a promptness, a smoothness and an ease that makes the Continental capitalists rub their eyes, a British army is mobilized and sent half way round the globe for action; and it shows a fitness

of physical condition, a perfection of equipment and of discipline and, in brief, an all-round efficiency that excites the amazement and admiration of even the German Headquarters Staff and call therefrom a formal but most cordial compliment.

True, it is a small army compared with what the great military powers could put into the field. But size does not always count. It shows in fact action the efficiency which a German expert in the Sudan campaign pronounced "simply incredible." True, also, it has to be summoned from distant parts. But then, too, all the scattered colonies stand ready with their contingents. It is not an army from Great Britain and Ireland alone, but from that Greater Britain which includes the Dominion of Canada and the United States of Australia.

SHE IS ON HER GUARD.

So the world is made to realize that the British Empire is still a military force on land as well as sea, and on sea as well as land. There has been some vain talk of Europe's opportunity, while British hands are busy in South Africa, for making anti-British advances elsewhere in the world. In the first place, it is not to be believed that any power or powers have such a purpose or desire; and in the second place, it is to be observed that despite her business in South Africa Great Britain is just as free as ever to deal with any other foe. The hands with which she has been expected to grapple with Russia or French or German aggression are not tied nor busy.

Her fleet is not engaged in the Transvaal. Just a few ships under the gallant Chichester—the friend of Devoy at Manila—are sufficient for her purpose there. All the rest remain on duty as before around her coasts, in the narrow seas, in the Mediterranean, and wherever there is an interest to guard or a menace to check. It is not in vain glories boasting nor in swaggering Jingoism, but the confidence of well prepared and well tested strength, that the British Empire stands on review to-day, ready at every point, on land and sea, to keep alike her martial drumbeat sounding and her peaceful commerce moving and her vast realm intact all around the crimsoned circle of the globe.

THE EMPIRE ON REVIEW.

Ready at Every Point with Martial Drumbeat and Protection of World-Wide Commerce.

New York, Oct. 20.—The Tribune, in its Sunday issue, says this editorially:—The troubles in South Africa are a second time placing the British Empire on review before the world. The first time was just after the Jameson raid. Great Britain was then at the height of her "splendid isolation." There was some unpleasant, not to say menacing, talk upon the Continent. The spectre of hos-

Our Bit of "The Thin Red Line."

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tile intervention began to take form. It was necessary for the insular Athenians to make a demonstration, against not the Transvaal, but the world. The word was given. And in the twinkling of an eye, from every wave made hollow of all the Seven Seas, there seemed to start a British battleship, with decks full cleared for action.

Never, perhaps, was a more startling exhibition made of a great nation's readiness for whatever emergency might appear. Never was there quicker recognition of such readiness by the potential threateners. As that amazing reserve fleet steamed into view the possible modifiers vanished. As "Goon Paul" put it in his racy speech, "The Old Lady" just sneezed, and then where were they? For answer, here is what the Neue Presse, of Vienna, says: "There can be no question of the intervention of any European power. No one will rob the British Lion of his prey."

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SAILINGS FOR AFRICA.

The dates fixed for the sailing of the regiments of the army corps were as follows, and takes sixteen to twenty days to make the voyage.

First Royal Dragoons, Lieut-Col. J. F. Burne-Murdoch.

Second Dragoons, Lieut-Col. W. P. Alexander.

Tenth Hussars, Lieut-Col. R. W. B. Fisher—October 23.

Twelfth Lancers, Lieut-Col. D. W. S. Ogilvy, Earl of Arllie—October 22.

Fourteenth Hussars, A and B squadrons, Lieut-Col. G. H. C. Hamilton—October 21.

Royal Artillery, 7th, 74th, 66th Batteries—October 23.

Royal Horse Artillery, R Battery—October 24.

Grenadier Guards, 3rd Battalion, Lieut-Col. E. M. S. Craib, from Gibraltar about October 24.

Coldstream Guards, 1st Battalion, Lieut-Col. A. E. Codrington, from Gibraltar, about October 24.

Coldstream Guards, 2nd Battalion, Lieut-Col. H. R. Stopford—October 21.

Scots Guards, 1st Battalion, Col. A. H. Page—October 23.

Queen's West Surrey Regiment, 2nd Battalion, Lieut-Col. E. O. F. Hamilton—October 23.

Northumberland Fusiliers, 2nd Battalion, Lieut-Col. R. L. A. Pennington—October 23.

Royal Fusiliers, 2nd Battalion, Lieut-Col. C. G. Donald—October 22.

Devonshire Regiment, 2nd Battalion, Lieut-Col. G. M. Bullock—October 20.

West Yorkshire Regiment, 2nd Battalion, Col. F. W. Kitchener—October 20.

Royal Scots Fusiliers, 2nd Battalion, Lieut-Col. E. E. Carr—October 20.

Royal Welsh Fusiliers, 1st Battalion, Lieut-Col. C. C. H. Thorold—October 23.

Royal Inniskilling Fusiliers, 1st Battalion, Lieut-Col. T. M. G. Thackeray—November 5.

Welsh Regiment, First Battalion, Lieut-Col. R. J. F. Banfield—October 23.

Northamptonshire Regiment, 2nd Battalion, Lieut-Col. H. C. Denny—October 23.

King's Royal Rifles, 3rd Battalion, Lieut-Col. R. G. Buchanan Riddell—November 4.

Durham Light Infantry, 1st Battalion, Lieut-Col. H. L. Woodland—October 24.

East Surrey Regiment, 2nd Battalion, Lieut-Col. R. H. W. Harris—October 20.

Highland Light Infantry, 1st Battalion, Col. P. M. Reid—October 23.

Royal Highlanders (Black Watch), 2nd Battalion, Lieut-Col. J. H. C. Cooke—October 22.

Seaforth Highlanders, 2nd Battalion, Lieut-Col. J. W. Hughes-Hallett, D.S.O.—October 21.

Royal Irish Fusiliers, 2nd Battalion, Lieut-Col. J. Reeves—October 23.

Scotch Rifles (Cameronians), 2nd Battalion, Lieut-Col. E. Cooke—October 23.

Argyll and Sutherland Highlanders, 1st Battalion, Lieut-Col. G. L. J. Goff—October 25.

Rifle Brigade, 1st Battalion, Lieut-Col. C. H. B. Northcott—October 27.

Royal Army Medical Corps, sixteen companies. The officers detailed for duty with the field hospitals of the Indian contingent in South Africa were: Lieut-Col. Carter, Majors Pope, Porter, Holt, Kerlin and Macgregor; Captains Ford, Cameron, McDermott, Miller, Marder; and Lieut. Martin, Lieut-Col. R. Exham, R.A.M.C., is P.M.O. The officers who accompanied regiments were: Major Minnece, 5th Dragoon Guards; Capt. Forest, 9th Lancers; Capt. Ward, 10th Hussars; Capt. Walker, Gordon Highlanders; and Capt. Slayter, Royal Artillery Brigade.

Army Service Corps: 4th, 5th, 6th, 8th, 9th, 11th, 13th, 15th, 16th, 18th, 19th, 20th, 21st, 22nd, 24th, 26th, 28th, 29th, 30th, 31st, 33rd, 34th, 35th, 36th, 38th, 40th, 41st, 42nd, and A and B Companies, various rates.

Army Ordnance Corps: Five companies.

MISS MERCUTT'S ADDRESSES.

The Talented Woman Worker From Australia Interests a Large Audience.

A large audience listened to Miss Mercutt's address on "Our Girls Who Are Perishing" in the First Presbyterian church last evening, the lecturer speaking forcibly and eloquently. She has had several years' experience in rescue work and has also had a long acquaintance with the work of the Y.W.C.A. and W.C.T.U. This evening between 6 and 7 in the same church she will speak to the children, illustrating her address with limelight views. At 8 o'clock, an hour later, she will give an address for adults only, taking as her subject "The Ways of the Cross," which lecture also will be illustrated. Then on Tuesday evening at 8 o'clock in the same place she will give an address on the natives of Australia, their wigwams and their customs. No admission fee will be charged for any of the addresses except those for the children.

Montreal Has A Great Fire.

Biscuit Factory Burned With Christmas Stores Ready for Shipment.

Chief and Another Fireman Badly Injured in Seven Hours' Struggle.

By Associated Press.

Montreal, Nov. 12.—A fire which broke out at 8 o'clock this morning in the biscuit and candy warehouse of Viau & Frere, Notre Dame street, burned until 3 o'clock this afternoon and did half a million dollars' damage before it was extinguished.

The flames started in the basement of the factory. The building was an old frame construction and burned like tinder. The firemen were powerless. The flames spread to a big bonded warehouse to the south of the Viau building, and when the stone walls of that structure went down they crashed into a row of tenement houses, all happily vacant.

Chief Benoit of the fire department and half a dozen firemen had a narrow escape from being hemmed in by the flames. As it was the chief was badly injured, and one of the firemen, named Pelletier, was terribly burned and is now in the hospital. The total loss will be in the vicinity of half a million. Viau & Frere lost all their Christmas stock, which was to have been shipped this week.

RAILS FOR THE NORTH.

White Horse Company Making Preparations for Expected Great Expansion in Mining.

From the Seattle Post-Intelligencer.

The discovery of important and promising copper and gold deposits near the White Horse rapids has been one of the incentives of the White Pass railroad people to lay their plans for extraordinary operations which will be continued during the winter. The management of the road believes that in the vicinity of the White Horse rapids valuable mines, which will soon be heavy producers of ore, will be opened up next year. In fact, the company has operated on the theory that in addition to the through travel from Skagway to Dawson and other gold camps on the Yukon the territory through which the road passes would undoubtedly develop a large business in the mining and transportation of ores.

The plans of the company for building its line from Bennett have been largely governed by the discovery of big quartz lodes in the mountain ranges of the upper waters of the Yukon. Mining men claim that this is a virgin empire, which, when some day produce immense quantities of quartz, including gold, silver and copper. It is asserted by well-known prospectors that those interested have never made public the true riches of the ore discoveries they have been made along the upper Yukon during the past season.

E. B. Hussey, local manager and purchasing agent of the company, yesterday made public a portion of the company's plans for its winter operations. He said that since September 15 he had purchased, largely through the Seattle firm of W. D. Johns & Co., 5,750 tons of forty-five pound steel rails. Of this 2,400 tons had been delivered at Skagway and Lake Bennett already. Part of it will be taken over the frozen surface of Lake Bennett on sleds during the winter, to be laid on the section of the road lying between the foot of Lake Bennett and the White Horse rapids. On this division of the route the grading has been practically completed, and a considerable quantity of rails will be laid during the winter.

There is a piece of road between the present terminus at the head of Lake Bennett and at the foot of the lake, where the operations of the company will be centered during the winter. This stretch is twenty-seven miles long, a great part of it being through solid rock. This work was left untouched while the grade was built and the road bed prepared for track-laying last summer between the foot of the lake and Coselegh, four miles below the White Horse rapids.

Already a big gang of workmen has commenced construction work along the east shore of Lake Bennett, where the road bed will for a part of the distance be built in the solid rock. This work, according to Mr. Hussey, can be prosecuted successfully during the winter. The only difficulty, he says, will be in obtaining enough men. The wages paid by the company are \$3 per day.

The originally projected route of the road, Mr. Hussey said yesterday, discussing the proposed extension of the line to the White Horse rapids, "was four miles to the west of the line as it is now laid out. Fort Selkirk on the Yukon, is our objective point, and the line first projected to that point was different from the route that we are following now to the White Horse. The change was made to enable us to reach the new mining district at White Horse.

"Of the rails we have lately purchased approximately 3,000 tons will be delivered in Seattle in March, and then shipped immediately to Skagway, where they will be forwarded for use on the new section of the line. We are calculating on having the line completed and ready for business as far as Coselegh, four miles below the rapids, by May 15 or June 1 of next year. This is practically the beginning of navigation on the Yukon.

"Below Coselegh to Dawson and other Yukon country steamers and open water craft navigation is easy.

The company is also building 100 new cars for use on this line to the White Horse. The materials, including the trucks and wheels for these cars, are all supplied by Seattle firms, resulting in the expenditure here of a considerable sum of money. Sixty of these cars will be boxcars, twenty will be flats, and twenty will be stock cars.

The company is also negotiating with the steamship companies plying between Seattle and Skagway, by which, according to Mr. Hussey it is expected that a very low through rate on ore from the interior of the Northwest territory and Alaska to the smelters on Puget Sound will be made.

Said Mr. Hussey: "The rate on ore will be very low—so low that the encouragement will be given to the development of the ledges of the interior, including the Atlin and White Horse rapids districts, which mining men say are among the most promising on the continent.

"We are planning to build cars especially adapted to the cheap handling and transportation of these ores. These cars will be utilized in shipping merchandise to the interior. They will be filled with ore and brought to the Coast, and will be provided with dumping apparatus by means of which the ore can be dumped through

shoots directly into the holds of the ships at Skagway."

The company not long ago brought out the pioneer shipment of Atlin ore. It was a consignment of five tons of gold-bearing rock sent to one of the Sound sweaters as a mill test.

NOT A CHALLENGER.

London, Nov. 12.—Another canard must be added to the already long list in connection with the challengers for the America cup. When Mr. A. Harmsworth was asked yesterday whether he intended to challenge for the cup, as was stated by a New York newspaper, he said: "Absolutely not; not a word of truth in the report." Mr. Harmsworth did not consider the story worth any further discussion.

WHO'S THAT CALLING?

Who's that calling? It comes from far away, The voice of a brother o'er the sea, It says, "Am I a stranger, That you leave me in my danger, Oh, my brothers, will you stretch a hand to me?"

Send us the flag! The red cross flag! Send us the banner that we love! We live for it, we sigh for it. To live for it, to die for it— God save the red cross flag!"

Who's that calling? It comes from far away, The voice of a brother in the west, "We are loyal, We are true, We are flesh and blood of you, We are coming with our bravest and our best.

Bearing the flag, The red cross flag, Bearing the banner that we love, And is it stormy weather, Then we sink or swim together, God save the red cross flag."

Who's that calling? It comes from far away, A voice from the far Pacific main, "And shall we be behind When the banner's in the wind, And the old game is playing once again? We're for the flag, The red cross flag, We're for the flag that is our own, Do you ask a heart to care for it, A hand to do and dare for it? God save the red cross flag!"

—A. Conan Doyle, in the London Daily News.

SITUATION WANTED—As stenographer, by a veteran, experienced and rapid; highest recommendations. Address W. B. Colanist.

WANTED—Room in private family by single gentleman remaining one or two nights a week in city. Address A., Colanist office.

VICTORIA THEATRE.

ONE WEEK, COMMENCING MONDAY, NOVEMBER 13th.

Only matinee Saturday

VICTORIA'S FAVORITES

Jules Grau's Opera Company

AT PEOPLE'S PRICES:

25 cents, 50 cents and 75 cents

LOOK AT THIS REPERTOIRE:

Monday "Wang"

Tuesday "Olyette"

Wednesday "Paul Jones"

Thursday "Mikado"

Friday "Ermite"

Saturday "Gondoliers"

YOUNG AND POWERFUL CHORUS.

GRAU'S OWN ORCHESTRA.

Sale of seats opens at Victoria Book and Stationery store to-morrow (Friday) morning at 9 o'clock.

NOTICE

CHANGE OF CORPORATE NAME.

Notice is hereby given that the Union Colliery Company of British Columbia, Limited Liability, intends to apply to His Honor the Lieutenant-Governor for permission to change its name to that of the "Wellington Colliery Company, Limited Liability."

Dated Victoria, 18th July, 1899.

DR. J. F. POLLOCK, SEXTON, Solicitors to the Union Colliery Company o

St. Alice Water

From the ..

Hot Springs of Harrison

THORPE & CO., Ltd.

Telephone 435 P. O. Box 180

GOOD CHANCE.

To purchase on easy terms a nice two-story house, nine rooms, bathroom upstairs.

Fine situation within 10 minutes' walk of postoffice.

\$2,500.00; cash \$300.00, balance and interest payable \$25.00 per month.

SWINERTON & ODDY.

REMOVED.

JOHN BARNESLEY & CO. have removed to their new premises, No. 115 Government street, where will be found the largest stock of Sporting Goods in the Province. Telephone No. 663.

Football At Vancouver.

Details of Great Rugby Match of Saturday After- noon.

Although Heavier the Vancouverites Could Not Stop Victoria's Rushes.

The members of the Victoria Rugby football team returned last evening from Vancouver where on Saturday before a large and enthusiastic crowd they defeated the Vancouver team by two goals and two tries, 10 points to nil. When the two teams lined up it was seen that Vancouver were much the heavier lot forward, and thus the decisive victory was all the more gratifying. At 3:30 the ball was kicked off by Bromley for Victoria and was well returned by Tait, Vancouver's full back. A series of scrimmages then took place inside Victoria's 25 and for the first quarter of an hour it seemed as if the home team must score at any moment, but owing to the close tackling of the Victoria back division, this was averted. Shortly after this, Atkins, one of Victoria's heaviest forwards, had to retire hurt, and the hopes of the Victoria supporters fell considerably. This mishap instead of discouraging the men in red, seemed, to the consternation of the Vancouverites, to have a contrary effect, and despite the superior weight of the home team, Victoria continued to control the ball, and carried the scrimmage. From this point the game took a decided turn in favor of Victoria, the splendid combination of the Victoria back division being now thoroughly apparent.

The first try was obtained by Matters right between the goal posts, after a brilliant piece of combined play, between Gillespie, Martin and Matters, which drew from Victoria's little band of supporters loud cheers. The kick was taken by Gillespie, a goal being the result. It was no child's play after this, the Vancouver forwards doing their utmost by sheer force of weight to break up the Victoria scrimmage. The visitors, however, heeled the ball out splendidly, thus giving the backs the opportunity which resulted in a second try being scored again by Matters, a beautiful pass by Goward close on the goal line enabling Matters to cross the line. The kick taken by Gillespie at a very difficult angle proved successful. Thunders of applause greeted this performance, which is worthy to be ranked amongst the greatest feats of place-kicking on record. Half time was soon called after this, the score being two goals and two tries (10 points) to nil in favor of Victoria.

On the ball being restarted the Vancouver forwards several times made some very strong attempts to work the ball down to the Victoria goal line, but owing to their kicking too hard in the loose, they lost many an opportunity which would have resulted in a favorable score. A conspicuous among the forwards, several times breaking through the scrimmage, but the splendid work of Le Pann at half, who was doing yeoman service, saved the situation. For a third time Matters crossed the line. After a splendid rush by the Victoria forwards from the center line Goward took possession, passing to Matters, who gained the try. The kick, although a fine attempt, failed.

A series of scrimmages now took place in the center of the field. Goward obtained the ball, passing to Gillespie, who in turn passed to Matters, he passing to Martin. Martin returned to Matters, who made a magnificent run through their forward division and scored the fourth try for Victoria, the point not being improved upon.

From the drop out at 25 yards, Miller following up his kick, and being well backed up by the forwards, the ball was taken well within the Vancouver 25. Vancouver now played up most determinedly, and on one occasion worked the ball up so close to the Victoria goal line that Woodward kicking the ball over the line, Miller was compelled to touch down in self-defense. After the drop out a few more scrimmages took place chiefly inside Vancouver 25, when the whistle blew.

For the home team, Tait, by his splendid kicking into touch, was decidedly the situation, while Walter Miller's kicking was very useful.

Among the Victoria players Matters and Martin undoubtedly played a brilliant game, their combination and tackling being superb. For the forwards it would be difficult to single out any one man as playing better than the other. Bromley's tackling was very sound and he played a hard game throughout, but the whole team played like one man, repeatedly breaking up the very heavy opposing forwards and in dribbling and holding the ball showed themselves to be a well drilled team. The play of Miller at full back was greatly admired; his kicking into touch and coolness in stopping rushes ran him as a player of almost international form.

M. T. C. Saunders, who took the arduous and important position of referee, deserves the greatest credit for the able and efficient manner in which he fulfilled his duties.

An amusing incident took place and was witnessed by the large crowd assembled at the P.R. office, when the members of the V.R.F.C. off. Just as the boat left the dock three cheers were called for by the Vancouver R.F.C. for the V.R.F.C., which were given with the greatest enthusiasm. In response Captain A. T. Goward called upon his men to reciprocate in a like manner, three cheers and a tiger being the answer for the Vancouver R.F.C. At this moment a broom with a football attached was slowly hoisted to the topmast head amidst renewed cheers from the crowd assembled on the wharf.

A TAIL-TALE AXE.

It May Be Instrumental in Sending a Chinese Burglar to Gaol.

Hing Ham is the alliterative name of a Chinaman who for some months past has occupied one of a group of dirty little cabins in the rear of Institute hall on View street. It is Hing Ham's misfortune to be very absent-minded, and it is through this failing that he will probably find himself behind the bars before many hours have passed, charged with burglary.

Among Hing Ham's nearest neighbors during his residence on View street have been three compatriots—Wong Pong, Ah Gong and Ah Shung, the joint occupants of an adjoining shack or cabin. All three are working men, and thrifty. On Saturday evening they returned to their cabin from their day's toil and noted with dismay that they had been

visited during their absence by some one holding in contempt the law of meum and tuum or its Chinese equivalent. A back door had been broken down and the chests of all three men smashed open and rifled. Wong Pong missed a \$5 bill; Ah Gong was short \$2; and Ah Shung's silver watch had taken to itself wings.

Near at hand was the instrument with which entrance had been secured and the chests demolished—an axe which all three victims immediately recognized as the property of their neighbor Hing Ham. He had in his absent-mindedness forgotten to take it with him. It did not surprise any of the three to discover that Hing Ham had deserted his former lodgings, taking everything else that he owned. They have learned since that he is under cover in Chinatown; and they have appealed to the police to find him.

Atlin District All Right.

Veteran California Miner Sounds the Praises of the British Columbia Camp.

Gossip of Other Notable Persons Registered at the City Hotels.

L. C. Clark, who with E. A. Becker, James Small and G. M. Board, registered from Atlin at the Dominion last evening, is one of the very latest arrivals from that district. In speaking of the northern British Columbia camp last night he said: "I have been all through California, Idaho and Montana, but I tell you those countries are not it with Atlin. I have prospected all over Atlin. I found no great amount of gold, but never expected to this year. All I wanted to do was to locate with a view to getting out the gold next year. I am quite satisfied with what I have done, having three claims on Pine creek, one a disputed fraction which I intend having set right while in Victoria, and two on Juniper. One of the claims on Pine I bought. The man from whom I purchased prospected it for about 30 feet and to a depth of 25 feet, taking out \$1,500. I prospected to a depth of three feet and found the dirt panned out 60 cents. Between Spruce and Pine creeks there is probably nine feet of light sandy soil, running from a foot to a hundred feet in depth—all rich in gold. And there are many other rich spots in the country." As for the climate, Mr. Clark says he never camped in a better country. Atlin town he states is building up very rapidly, numerous fine large frame buildings being now in course of construction. It was on or about October 8, when he left for the Coast, there having been then a first severe frost, while snow had covered the ground to the depth of an inch but only remaining for a few hours. Mining, too, had been resumed prior to his departure for the Coast. Mr. Clark went into the Atlin country in May last, taking with him two mules, a horse and a bull for pack service; his experience with these animals was that the bull would never desert the camp, while on the other hand the mules proved the best carriers—but like the horse, harder to keep account of. Mr. Clark is new on his way to California, and will return to Atlin in the early spring.

J. E. H. is a pilot on the late lamented City of Kingston, who since her loss six months or so ago has become a peaceful rancher in the neighborhood of Friday Harbor, arrived over on a visit to his Victoria friends by the Victorian yesterday. He is registered at the Dominion.

Capt. Pittersham, Vancouver pilot, J. A. Fullerton of the P.R. and J. T. Fagan of the Vancouver Custom house were here to meet the Empress due to-morrow. The two last named are guests at the Driford.

V. M. Smith and wife, and W. S. and Mrs. MacCrue, well known residents of Spokane, spent yesterday at the Hotel Driford, and are returning to their Washington home this morning.

H. C. Flackton, A. A. Clayton and F. W. Vincent were among the Victorians returning from Vancouver last evening.

G. H. Kirkpatrick, a well known mining expert now resident in Vancouver, and M. Howard Jones, of Rossland, are guests at the Hotel Driford.

David Healey and W. H. Read, of the United States immigration department, are at the New England.

George R. Raymond, manager of the Windsor Hotel, Nanaimo, spent yesterday at the Driford.

John Fox, Collector of Customs for the State of Oregon, spent yesterday in the city.

Mrs. E. E. Blackwood, who has been visiting the Sound, returned home yesterday.

Wm. Sully, and W. A. Anderson, of Vancouver are at the Driford.

Chief Justice McGill came over from Vancouver yesterday.

Capt. Wallace Langley returned from the Sound yesterday.

Smilg, of Rossland, is a guest at the Driford.

C. E. Peabody, came over from the Sound yesterday.

AN ADDITIONAL ATTRACTION.

To-morrow's "Olivette" Audience to Have an Opportunity of Hearing Pelche's "My Josephine."

There is every indication that to-night's "house" for the opening of the Jules Grau Opera Company's engagement in "Wang" will be the biggest on record—for not only is every seat sold, but hundreds of applicants have already been turned away, and disappointed ones are even advertising for seats at a premium. In order to partially compensate those who cannot get into the house to hear "Wang" to-night, Manager Grau has decided to allow Stanley Pelche to introduce his great song of "My Josephine" to-morrow night, with full chorus, in "Olivette Up-to-Date." Besides this innovation, Miss Ward and Mr. Choesman are to introduce the latest New York craze, the can-can-walk dance, which is now the rage at Weber & Field's great metropolitan music hall. This, added to the fact that the familiar and favorite opera has been modernized and brightened in every part, will make "Olivette" one of the most attractive bills of the engagement. Wednesday's opera is "Paul Jones," which has not been seen here in some years; on Thursday the "Mike" is to be given with all the picturesque scenery and special lighting effects used last season to conspicuous advantage; on Friday there will be a revival of "Erminie"; and on Saturday the engagement will close with "The Gondoliers." The S. r day matinee bill will be announced later in the week.

To Skagway In Company.

Steamers Tees and Rosalie Met Travelling Side by Side.

Scows Hauled Through the Ice by Australian—Bos- cowitz Returns.

Victoria harbor was full of shipping last evening, the docks being lined with vessels from one end of the front to the other. In one string were the Islander, Yosemite, Queen City, Clayoquot, Amur and Charming and there were several other strings besides the sealers, fifty vessels and more.

Steamer Clayoquot arrived from the West Coast yesterday. She reports having left the Willapa at Dodge's Cove on Saturday night.

A week ago last Saturday the steamer Queen City left Skagway. She arrived here at 11 o'clock yesterday morning, having gone from Union to Vancouver on Saturday to land salmon taken on at the Northern canneries and also to disembark twenty-eight French Canadians who had been at work on the telegraph line in the North and are now returning to their Eastern homes. Other passengers also landed at the Terminal City to take the C. P. R. There were no Dawson arrivals among the passengers, the major number of those to arrive being lately off from Atlin.

The Queen City had a very rough voyage down from Skagway and just the other side of Seymour Narrows the Tees and the Rosalie were met steaming with all the power either possessed. They were side by side and according to Capt. Gosse, who came aboard the Queen City, they had been travelling thus in company all day. Which would mean that the first was a mere matter of guesswork. The Tees had to stop to receive Capt. Steele, aboard from the Queen City, and the Rosalie, not wishing to take advantage of the delay, stopped also and waited until the Tees had again got under way.

When those on the Queen City lost sight of the race, both vessels appeared to be making too speed—and both were together just as when first seen.

FROM NORTHERN B. C. PORTS.

Boscowitz Returns Home After Calling at Departure Bay and Steveston.

After first calling at Departure Bay and then going to Steveston to discharge salmon, the steamer Boscowitz arrived from Northern British Columbia ports last evening, having left the majority of her passengers on the Mainland. These included Mrs. Shaw, a missionary at Naas who is on her way home to East-Canada; G. W. De Ville, M. Conroy, W. Cleve, J. P. Eccleston, J. Bowman, B. Williams, J. Stuart Robinson, Peter Herman and W. W. Adams. Among the passengers who came on the ship were E. M. Skinner, J. Castlay and A. Hankin, who came down the Skeena by canoe; and Capt. Oliver, who had charge during the past season of the steamer Neli, operated in connection with the Clew Oil Works, Queen Charlotte Islands, now closed down for the winter season. The Boscowitz's cargo of salmon amounted to 7,500 cases, of which a large shipment is consigned to Pindlay, Durham & Brodie.

LETTER FROM BENNETT.

A Trip Through Twelve Miles of Ice on Marsh Lake.

A letter was received last evening from a member of the crew of the Canadian development company's steamer, Anselm, in which the writer says: "The Australian left Bennett at 3 p.m. on October 30 to make a channel through the ice and arriving at Cariboo Crossing at 6 p.m. unloaded freight for the railway, which is being built from that point. Next morning we arrived at Tagish, the headquarters of the N. W. M. P., at 11:30 o'clock and started out for our journey through the ice fifteen minutes later. When two miles out from Tagish we struck ice from three inches up to four and four and a half inches thick, but the steamer made her way through it in splendid time. Only one stoppage had to be made and the crew turning out with axes they cleared the way for further progress. We arrived at the end of our journey in two and a half hours and then returned to where we had first met the ice, taking in tow eight scows which had been stuck. There were 30 men on the scows and all turned in at breaking ice for us to turn around and get the scows astern of us. After about one hour's tugging, pulling and chopping we succeeded in getting them into line and started out again at 6:30 p.m. It being then very dark but the darkness was soon dispelled when the searchlight was turned on and our journey commenced. The line which held the scows together parted, necessitating a halt for about one hour. We then got going again and ploughed our way along. You would hardly credit it, but the ice had melted together again and frozen quite hard. There were a few patches of open water, and reaching one patch about 8:30 we lay there for the night. We started early next morning about 6:15 and got clear of the ice. We dropped the scows about one and a half miles from Fifty-Mile river at 8 a.m.; then started back and arrived at Tagish all safe and sound at 12 midday, with the exception of having a little paint scraped off the bottom of the boat. Capt. Lewis is the master who had charge of the boat and handled her in a skillful manner. At the present time we are going in with six more. The weather is very mild but liable to change at any time. The Nora of the B. L. & K. Co. and also the Florence May of the same company are laid up north holes in the ice, the Nora at Fifty-Mile river and the Florence May at Tagish post. We expect to lay up in about a week."

TWENTIETH CENTURY SCHEME.

Large Congregation at the Metropolitan Express Deep Interest—Anniversary Exercises.

Instead of the usual service at the Metropolitan Methodist church last evening, a large congregation entered with enthusiasm into a phylanthropic movement in connection with the Twentieth Century Forward Movement. Mr. John Joseph filling the chairman's office. Vigorous and helpful addresses were delivered by Hon. Abraham E. Smith, United States consul; Mr. Hinkson Siddall, Mr. George Powell and Rev. J. C. Speer,

each being listened to with interest and it being quite late when the proceedings terminated. A giving variety to as well as increasing interest in the proceedings, a good programme of appropriate anthems was provided by the large and efficient choir of the church, under the direction of Mr. Gideon Hicks.

Other specially interesting church services of yesterday were those at the First Congregational church, marking the fifth anniversary of its re-establishment. The morning sermon was by Rev. Dr. Reid, while in the evening Rev. W. Leslie Clay, of St. Andrew's Presbyterian church, occupied the pulpit. It is hoped before another year rolls round that the Congregationalists will find themselves in possession of a new and in every way suitable church home of their own.

Just Before The Storm Broke

Joe Blumenthal Writes From Johannesburg Picturing Its Desolation.

Exodus of the English Had De- populated the Trans- vaal City.

In a letter to his sister, Mrs. H. L. Salmon, of Victoria, written from Johannesburg on the 2nd of October last, Mr. Joseph Blumenthal, who formerly resided in this city and has many friends not only here but throughout British Columbia and California, tells of Johannesburg as it was at that date—just before the war storm broke. He says:

"I am writing this as it will probably be my last opportunity until after the war—which is likely to break out at any moment; even now there are vague rumors of fighting on the Free State and Rhodesia borders. The Natal line is blocked and all trains stopped. The Natal wires are also down, and no cables have arrived since Friday. The civil and criminal courts have been closed by extraordinary issue of the Staats-Consent (state newspaper); and every shop, store and house is barricaded with wood, iron or steel, while the streets are quite deserted. On Saturday and Sunday six thousand people left in nine trains, and I calculate that over 35,000 people have left Johannesburg in about three weeks. Business is absolutely dead. All the large mines are either shut down or about to do so. The firm I am with have assured their employees that they will be retained during the war and fed at their own expense."

"But the government says 'all Englishmen must get out on the proclamation of martial law unless they have special permits to remain'—also on the proclamation of martial law all train service will be stopped."

"So here we are, between the devil and the deep sea. Nice, isn't it? The manager has promised to provide permits for us if he can. I must now close this short notice, as the last mail will close in twenty minutes time. A clipping from one of the Johannesburg papers enclosed in Mr. Blumenthal's letter gives the following picture of the exodus from the Transvaal city that British gold and British enterprise has made great:

"The exodus on Saturday established a record, and from early morn until 10 o'clock at night the wildest excitement prevailed. With the burghers leaving for the frontiers on the north and western sidings, and also from Krugersdorp, and the thousands of people rushing off for the Cape, Natal and Delagoa Bay, the administrative abilities of the officials were tested to their utmost capacity. They were not wanting at any time of the day, and Mr. Hook, the chief stationmaster, and the men about him, were exceedingly well considering that they have been doing nearly eighteen hours a day for nearly a fortnight. The Natal Kafir train, the first train of the day, consisted of five trucks of Europeans and 12 trucks of coolies and natives. The afternoon Cape train, due away from Park Station at 3:45, did not leave until 4:40, and was made up of nine Netherlands coolie trucks with all classes, three saloons, with women and children of all classes mixed up, one third class, three Cape bogie trucks loaded with men, a Cape van with bicycles and dogs, and five trucks of luggage. The 7:30 train for Natal left 34 minutes late, made up of three saloons, conveying the women and children, 11 Netherlands trucks with men, and two trucks with luggage. The 8 o'clock train for Delagoa Bay took over 200 passengers who had to be content with goods trucks accommodation. The last train of the day, that for the Cape, due away at 9:20 from Braamfontein, left at 9:55, made up of T. P. O. and guards' vans, three trucks of luggage, three third class carriages, two saloons, and 16 Netherlands trucks of men."

SUNDAY.

The 7:25 train for Delagoa Bay conveyed about 250 for that port, all in goods trucks. The next train to leave was the Natal Kafir mail, due away at 9 o'clock, but, there being such a great rush of natives at the top station, was delayed 30 minutes. Its departure established the single train record since the exodus commenced, with 1,700 Europeans and natives leaving. It was made up of nine open coal trucks of first and second-class passengers, 24 open trucks of natives and coolies, a N.Z.S.M. saloon conveying Executive member Kock and his son the Judge, drawn by two engines. The afternoon Cape train was also a very long one, made up of one saloon, three and a half first-class carriages, three Cape bogie trucks, six locomotive trucks, and six trucks of luggage. The last train for the Cape left last night nearly on time, and was made up of two saloons, one third, five Cape open bogie trucks, and a Netherlands coal truck, the two days' trains conveying approximately—

SATURDAY.

	Europeans	Natives
9:08 a.m. Natal	250	550
9:35 p.m. Cape	1,000	—
7:20 p.m. Natal	500	—
8:00 p.m. Delagoa	250	—
9:25 p.m. Cape	1,250	—
	3,250	550

SUNDAY.

	Europeans	Natives
9:08 a.m. Natal	450	1,200
9:35 p.m. Cape	1,000	—
7:26 a.m. Natal, stopped running, line blocked	—	—
8:00 a.m. Delagoa	100	—
9:25 p.m. Cape	750	—
	2,300	1,200

Another try is about to be made to raise the sunken ship Andalusia in Tacoma harbor. This time Captain Walters of the Pacific Wrecking Co. proposes undertaking the work.

Carnage in Venezuela.

Six Hundred and Fifty Killed and Wounded Through One Man's Folly.

Stubborn Refusal to Surrender Town Quickly Laid in Ruins.

By Associated Press.

Porto Cabello, Venezuela, Nov. 12.—Gen. Paredis, a former commander in the army of ex-President Andrade, who had refused the demand made upon him by Gen. Cipriano Castro and the de facto authorities, to surrender the town, even when this was reinforced by the request of the foreign commanders, surrendered this morning at 10 o'clock after a terrible battle.

The aspect of the city is one of ruin and devastation, and it is estimated upwards of 650 persons were killed or wounded during the fighting.

Capt. Braisted of the United States cruiser Detroit and the surgeons of the various warships in the harbor are administering to the wounded. Gen. Ramon Guerra began a land attack upon the town and the post of Gen. Paredis on Friday night. Desultory fighting continued until Saturday morning about 4 o'clock, and then a fierce struggle ensued. Gen. Paredis made a stubborn fight, but Gen. Guerra forced an entrance into the town at 5 o'clock. As early as 8 o'clock Saturday morning the fleet arrived and began a bombardment, but the range was too great and the firing proved ineffective. Gen. Paredis held the fort on the hill and Fort Liberté until this morning.

DEMAND FOR NITRATE SHIPS.

One Explanation Given for the Secrecy of Tonnage and High Rates.

One of the reasons for the secrecy and high charter rates of wheat carriers is said by shipping men to be the immense number of vessels now employed in the nitrate trade, says the Tacoma Ledger. This industry has reached almost gigantic proportions in the last few years, and has become a new factor in the shipping world. There are now under charter to load or loading at nitrate ports 180 vessels. The charter price for nitrate carriers has advanced sharply and 28s. 9d. was recently paid for a ship for West Coast loading. The grain export trade of the Argentine Republic is also largely on the increase, and many former Puget Sound and Columbia river carriers are now pressed into that service.

Steamer Princess Louise is now due from Northern British Columbia ports. Steamer Miowera will sail for Honolulu and Australian ports on Friday. Steamer Danube is due from Skagway on Tuesday.

PASSENGERS.

By Steamer Victorian from the Sound:
Mrs. Peters & Child, Mrs. B. Brown, Mrs. B. E. Blackwood, G. M. Smith, H. M. Mayer, H. S. McCrae, D. R. Fox, John Fox, Chas. Hills, Mrs. Udell, Chas. Butler, F. S. Collins, J. D. Conley, J. Cayten, S. Collins, Capt. Langley, C. E. Peabody, F. O. Menzas, F. J. Kennedy, F. H. Parker.

By Steamer Islander from Vancouver:

E. H. Billinghurst, T. L. Harrison, M. Lobb, G. Johnston, J. C. Matter, A. S. Goward, J. C. Conila, Capt. Ethershanks, D. Healey, H. C. Puckton, G. S. McTavish, Mrs. Allen, A. Steindale, Mrs. Burrows, A. Hibbs, E. E. Billinghurst, J. Anderson, G. Martin, G. Gillespie, J. D. Pemberton, G. H. Poff, W. R. Atkins, Mrs. Billinghurst, F. Simpson, A. A. Clayton, E. McCaskill, W. Barrett, Mrs. J. C. Conila, M. H. Jones, P. W. Vincent, Mrs. C. A. Godson, Ada McDonald, D. G. Burns, A. Brennan, E. Parker, J. Jackson, A. T. Johnson, H. Vineburg, J. Elliot, J. B. Ferguson.

CONSIGNEES.

By Steamer Victorian from the Sound:
David Spencer & Co., H. Young & Co., B. C. L. & I. Agency, H. J. Wilson, G. D. Powell & Co., Victoria L. & M. Co., H. Cuthbert & Co., E. B. Marvin & Co., Chas. H. Hayes, McQuade & Son, Wm. Brown, Cunningham & Co., H. Herden, Shielair & Co., R. P. Rithet & Co., B. C. Elec. Ry., John Colbert, W. Fraser & Co.

By Steamer Islander from Vancouver:

M. & H. A. Fox, Wilson Bros., G. Hinton & Co., Shore & Anderson, R. H. Baker, G. R. Jackson, J. McCandless, V. Root & Shoe Co., W. Wilby, B. A. Paint Co., Nicholles & Renouf, F. H. Stewart, Carson Produce Co., Miss Belle Stewart, H. Munsell, Langley & Co., F. Glenier, Lowenberg & Co., Dom. Express Co.

THE HUTCHESON CO'Y,

Newest Styles in Fans and Evening Gloves.

If you are going to the Ball, call and see us for novelties.

The Latest Designs in Capes and Wraps.

New Goods

Just in Time fore Coming Balls.

EXCEPTIONAL VALUES

—IN— MEN'S UNDERWEAR AND SOCKS.

Shetland Wool, \$1.50 and \$2.00 per sui
Lamb's Wool, \$2.50 and \$3.00 per sui
Natural Wool, \$2.00 and \$3.00 per sui
Heavy Black Cashmere Sox, 25c. per pair
Natural and Heather Wool, 20c., 25c. and 35c. per pair

W. & J. WILSON 83 Government VICTORIA, B. C.

THE WHITE HOUSE.

AUTUMN DRESS GOODS. ABOUT LINENS.

Superb Assortment.
The predominating feature of this dress goods stock is the vastness of the assortment. There is not a taste that cannot be suited, because the variety embraces every make and fashionable color. We specially draw your attention to that new line of Poplin effects at 35c. yard.

New assortment is here. You might as well have the newest designs in Linens as not. There are lots of them here for you and will wager they're a little more "fetching" than any you've ever seen. Then there's a very important point we wish to impress upon you—linens at this store are linens.

VEILINGS.

For stylish women. If there is any veil or veiling novelty of value not indicated in this stock, we would like you to tell us of it. Nothing desirable is missing as far as we know.

NEW UMBRELLAS. HOUSE GOWNS.

A good showing of worthy sorts. The cheapest umbrella we have is 50c. The most expensive is many times higher. There are a good many prices between, but whether it be a low priced umbrella or a high priced one, you can always depend upon its being a worthy umbrella.

Comfort and beauty linked with economy.
This wrapper section of ours is busy. Why? Simply a matter of offering very tasteful wrappers at prices which put home made house gowns in the shade.

H. Young & Co.

THOMAS EARLE WHOLESALE GROCER and IMPORTER.

92, 94 and 97 Wharf Street, VICTORIA, B.C.

Goods suitably packed for transportation by Sleighs or otherwise. Requisite Custom House Papers prepared free of charge.

Klondike and Miners' Outfits.

No store, no home, no place of any kind is complete without.....

"SUNSHINE" POLISH

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St dard's Jewellery Store.

will shortly be removed to premises adjoining Nicholles & Renouf's Hardware Store.

Eight Day Striking Clocks \$3.00

Every Article Reduced to Clearing Sale Prices.

The Case of Victoria West.

Improved Fire Protection and Communication With the City First Essentials.

A Plain and Explicit Case Stated For the Consideration of Victorians.

Victoria West is still indignant—deeply indignant—over what are termed the injustices from which this part of the city suffers, and to which the majority of the elected representatives of the citizens refuse to give eye or ear.

As one of the suburbanites expressed it Saturday "the council not only refuse to give us fair treatment, but so soon as we ask to be listened to they yawn; the cry of 'Craigflower road again'—and the mass of the public, with all honest intentions toward us no doubt, go following this false scent as the mayor and aldermen want them to, and in some way seem to imagine that there is a good joke on us in it somewhere—they don't propose to bother themselves to see where.

"But it isn't Craigflower road closing alone by any means, although that is one of our grievances; and it isn't a joke to us—not by any means. We can't get the council to listen to us. So far we haven't been able to get the ear of the citizens as a whole. If we could, we are satisfied we'd soon be out of the woods."

"This is where the newspapers can help us if they will—and I think both the Colonist and the Times mean kindly to us."

The Colonist certainly does, and it is for this reason and to grant the West Victorians the opportunity they seek to state their case, that one member of the staff has spent some little time on the other side of the harbor during the past two or three days, with the purpose of ascertaining precisely what the grievances are. To put it in few words the claim of the West Victorians is:

1. That the protection of their lives and property which they have a right as citizens to expect from the city is utterly inadequate—in fact that it is protection only in fancy not in fact.

2. That the means of communication with the city proper are insufficient and of such character as to be a scandal upon the whole of the city, presenting it in the worst possible light to visitors and jeopardizing the support of the Imperial naval and military forces.

3. That street lighting and facilities for foot and vehicular traffic are insufficient to enable residents to reach their homes conveniently and safely at all hours of day or night.

4. That there the Craigflower road matter comes in the order of its relative importance) the wishes of 99 per cent. of the residents and the interests of the entire city have been set aside by the council in the closing of an established and much travelled thoroughfare, for no other reason than that there is technical power under the statute to commit the wrong—and one or two private property owners have pulled the wires in or-

der that it shall be done for their personal advantage and benefit.

FIRE PROTECTION.

To deal with the several counts of this indictment in their order, that of fire and police protection is really the most urgent. At present the entire residential district on the further side of the harbor and extending all the way to the boundaries of Esquimalt is absolutely at the mercy of a fire whenever one shall occur. The insurance companies recognize this and emphasize it in demanding an extra rate, in which connection the citizens ask as a proposition of plain common sense, if it is fair that they should be compelled to pay taxes upon the same basis of assessment as all other parts of the city without enjoying the same advantages of fire protection that would enable them to be sharers in the general civic insurance rate?

As a matter of incontrovertible fact the district, in its isolation, is helpless. There are, it is true, two alarm boxes in connection with the city departmental signal system, but by the time that men and apparatus turn out and make a run of two miles or more to any fire it would under ordinary circumstances be beyond human control.

The record of fires in Victoria West—"total losses" in virtually all cases—shows this; it has been recognized and persistently brought before the notice of the city council by the chief of the fire department.

Victoria West has, it is true, or had, a volunteer fire department. They practised running with the machine in the summer time, and the exercise was healthful and therefore beneficial.

Now, however, the antiquated horse cart with its few lengths of hose, the sum total of the "apparatus" and considerably less than such places as Ladners, Maple Ridge, Duncan, or Chehalis are provided with, is stored in an abandoned shack on Catherine street upon which the city assessor would be ashamed to put a valuation.

It could not be got to a fire should one occur—for it would on many of the streets sink up to the hubs in mud; it would not be effective in fighting a serious fire if it did reach the scene.

What the residents ask is that they be given at least one piece of modern apparatus and a place to keep it in. The property of citizens in Centretown, in James Bay district, in Spring Ridge, even in thinly populated Oaklands, is protected. Why should West Victorians be less entitled to consideration?

A POLICE PATROL.

If the city cannot afford to keep one or two firemen in a district station here as in James Bay and on upper Yates street, volunteers will do the work. Only, they say, give us something to protect our property with, and a place to keep it.

Incidentally it has been suggested that a combination suburban police and fire station could be established for \$400 or \$500, while a patrolman on duty in the suburb every night would go far toward assuring the early detection and prompt extinguishment of fires.

As it is, the district is so orderly and law-abiding (despite Ald. Kinsman's recent observations) that a policeman is a rare sight to the inhabitants.

They understand by official reports that all the territory from Esquimalt to the Fountain and the Work Estate is theoretically in the beat of one constable. By smart walking this officer might visit all parts of his great stamping ground perhaps once a week—but this certainly is not police protection.

The question of the preservation of life and law leads naturally into the second count of the indictment, for with the

present inadequate avenues of communication with the city, the women residents since the murder of Mrs. Bings have been afraid to venture to or from the city after nightfall. Some have taken rooms in town on this account—working girls whose parents live in the western suburb; others patronize the cars perforce, because they are afraid to walk to their homes as they would had they the good fortune to live in any other locality.

A DECENT BRIDGE.

The city provides only one connection with the suburb, and this on a very circuitous way around—the bridge at Point Ellice.

It has been stated by an ex-alderman and by legal practitioners that the Dominion has by statute and a fair understanding with the city council, a perfect right to close this bridge at any day or hour—and keep it closed.

Victoria West and the naval and military posts at Esquimalt, Work Point and Fort Macaulay would then be absolutely and completely cut off from the city, as they were after the Point Ellice disaster, and the ruin of the property owners of the suburb, commenced at that time, would be complete.

The people of West Victoria are living in daily dread of seeing this brought about; this is one of the pertinent problems they ask the council of Victoria to face like men. As for the present apology for a bridge, its accommodation is so limited that traffic must be regulated, and on the centre span all other vehicular traffic must stop while a tramcar is crossing.

At other points the bridge is so narrow that it is difficult for two teams or a team and a car meeting, to pass. If horses should be fractious so much the worse.

The bridge itself is unsightly, inadequate to the traffic, and—like its fatal predecessor left standing in ruins alongside—a terrible advertisement of official incompetence and neglect for every visitor passing to Esquimalt to note and shudder at.

For the reason that it is a shorter route, all pedestrian traffic in the day time, or at least 90 per cent. of such traffic, at present passes over the Indian reservation and the Esquimalt & Nanaimo railway bridge.

In fair weather this is a great—a very great convenience, for the majority of the suburbanites ride bicycles. Now, however, the road is at all times impassable. The city declines to improve it, even so that a bicycle could pass over it; and as one small token that the suburb is not overlooked altogether by the police, a constable was sent out some months ago to summon any and all persons wheeling on the sidewalk.

THE SHORT CUT.

The West Victorians ask in all modesty and humility that this road be put in passable condition; that two or three lights be placed on it so that it can be traversed in the evening; and that the city arrange to have the railway bridge kept open from one hour earlier in the morning and until say 11 or 12 o'clock, instead of 10 o'clock at night.

In support of this prayer they point out that there is not a street in all the city, other than the main business thoroughfares, that is travelled by so many pedestrians—a fact that may be verified if one will stop and watch them waiting at either end when in the day hours the bridge happens to be swung.

Some time ago Mr. Dunsmuir was interviewed with reference to the earlier opening and later closing of the bridge. He then expressed himself as heartily

willing to permit its use by the citizens on the simple condition that the city should pay the bridge tender for the extra two or three hours during which he would be required. This would amount at the most to 75 cents or \$1 a day—yet the council would not listen to the representations of at least 200 citizens who asked for it.

ELECTRIC LIGHTS.

The entire absence of lights along the road is cited as creating an incentive to and opportunity for the commission of crime. With two or three lights between the railway bridge and the crossing of Esquimalt road women would feel safe in crossing the reserve at night time. Now they do not; and while they otherwise would be enabled to attend concerts, theatrical entertainments or other functions in the city, they are held prisoners in their own homes through the indifference of the Mayor and aldermen to their requests.

This same absence of adequate means of communication has a marked and increasing bearing upon the retail business of the city; and failing to secure the cooperation of the retailers in their advocacy of improvement for the general public good, the West Victorians are now commencing to urge the establishment of retail houses in the suburb and are pledging liberal cash custom support.

These houses—if the city retailers do not wake up—will before very long secure all the Victoria West and Esquimalt trade.

As for the West Victoria streets and their lighting, the residents do not ask impossibilities. They know that road making is costly on account of the abundance of rock work; they know that sidewalk building is expensive; and they know that every one cannot have a light at his own door.

PASSABLE STREETS.

Still they think they are keeping within bounds of reason when they ask that all residential streets that are accepted by the city and built upon, shall be sufficiently passable to enable wood and coal and groceries to be got in, or a fire engine reach the scene in the event of fire.

As to lights, they ask for these two or three on the reservation road, as a necessity of public safety; also that there should be a light at the railway crossing and one if not more in the long and very dark stretch of the much-used road from Russell station to the city boundary.

As for Craigflower road, 99 per cent. of the residents insist that it should be kept open—only four have yet been found who think otherwise and these four are financially interested.

Closing the road means ruin to not a few; it means five minutes more unnecessary walking for the workmen every time he passes from his labor to his humble home; it means so much to him that of the \$800 subscribed to try and compel the city to keep the road open in the interest of the people and not private gain by a few, the majority of the subscriptions were in amounts of \$5—collected from the laborers, artisans and mechanics whose wages range from \$10 to \$15 a week.

RUBBING IT IN.

That the city should fight the Craigflower road closing with the taxpayers' money, against the wishes and interests of the taxpayers is, as Captain Gaudin puts it, "the bitter pill he finds it hard to swallow."

As for the recreation grounds and school improvement, both are needed badly, the former as a sound investment by the city in the interest and for the benefit of the greater part of the large

North Ward. The new school is imperative if the health of the children is to be preserved and their education advanced parallel with that of other children in the city of their own age and capabilities.

This, then, in brief is the case of Victoria West, as the West Victorians, not the Colonist, make it out.

They ask the people of the whole city to examine it in its every phase, and if (changing places in imagination) they regard it as only a case of justice and right, to support them in seeing that justice and right are done.

AN EARLY MEETING.

Police Commissioners Will Take Tuesday or Wednesday Evening to Investigate Charges.

Before to-night it will be definitely decided by the board of police commissioners whether they will meet to-morrow or Wednesday evening to continue the investigation of the departmental tangle, Tuesday evening will probably be fixed upon, and the consideration of Constable Ciayards' charge against the Chief first be taken up—although City Solicitor Bradburn will, by request, advise as to the mode of procedure to be adopted.

During the approaching session it is expected that a disposal will be made of Chief Sheppard's report in which the appointment is asked of two additional detectives, as it is imperative necessary to complete the efficiency of this department of the service. At the same time the necessity of adding to the number of patrolmen might very advantageously be considered. At the present time one man is required to cover all the James Bay district from the outer wharf to Moss street, another is supposed to safeguard all Victoria West from the Esquimalt boundary, and the Gorge road and contiguous districts; while a third does Fort street from Blanchard to the city boundary beyond the Jubilee hospital, returning by the Belcher and Humboldt streets route.

It will interest the residents north of Fort street, Spring Ridge and the most populous part of the North Ward to see that they are not supposed to require patrol protection—and do not get it.

BORNE TO THE GRAVE.

Many Sorrowing Friends Pay Last Tribute of Respect to the Memory of J. K. Campbell.

The very general and deep esteem in which the late J. K. Campbell was held by the people of Victoria was forcibly illustrated yesterday in the large concourse accompanying the body of the dead to its last resting place. Besides the numerous orders—benevolent, fraternal, national and political—of which Mr. Campbell had been a member, the public attended in large numbers, while the casket was embedded in floral messages of regret and deep esteem.

Among the societies the Eagles mustered an exceptionally large number of their members, while there were also strong representations of the St. Andrew's & Caledonian Society, Sir William Wallace Society and Liberal Association. Hon. Senator Templeman, Mr. George Riley, Mr. John Bell, Mr. L. P. Duff and Mr. C. E. Renouf—gentlemen prominently identified with the Liberal party in Victoria—were chief mourners; while the following acted as pall-bearers: Messrs. R. L. Drury, W. Winsby, John Jardine, James Bell and A. Sherritt.

Rev. J. C. Speer was the officiating clergyman.

Letters to the Editor.

VICTORIA WEST.

Sir: I notice in your editorial this morning reference made to matters in Victoria West and the public meeting held there on Tuesday evening. You promise that you will look into their grievances. I have also read the report of the meeting and come to the conclusion that much that was said was very much out of place, especially the remarks of the clergymen that took part at the meeting.

In addition to the demands made upon the city they spoke as if they were very badly treated on account of the city authorities closing up the old road. If these gentlemen were to look at this subject in an honorable way it would be more becoming to some of them. Instead of urging upon the city authorities to forcibly take possession of land through which the road runs they should ask the city to purchase the property necessary for such public use. It would be more becoming men who should at least be an example to others. No; they presume to adopt a principle of confiscation rather than do that which is proper in the eyes of right-thinking people.

Although the road has been run through private property, and is a convenience to many, that is not to say that the public have a right to take it away from the owners who have paid taxes on it for so many years, excepting on the principle of acquiring it in the usual way by the city. If these righteous gentlemen had urged upon the city authorities to purchase and acquire the disputed property no one would, I am sure, have objected, provided they thought it was necessary and in the public interest so to do, but they do not, at least at their public meetings, even suggest such a course. They want to confiscate the property, as it better suits their advantage and convenience.

Allow me to put it in another way: If a man goes into a store and takes a coat which fits him, and appropriates it to his use and convenience, without pay or consideration to the dealer, he is at once treated as a thief, and punished according to law, and everybody considers him worthy of punishment.

What difference is there between the righteous gentlemen in Victoria West judging from their remarks and the man who takes that which does not rightly belong to him? There is no difference between the acts of a single man and that of a congregation of men who meet for the purpose of taking that which does not properly belong to them. I ask you, Mr. Editor, if you can see any difference? If you can answer on behalf of the people in Victoria West I shall be pleased to hear your arguments.

TAXPAYER.

Victoria, 11th November, 1899.

WHAT OUTLANDERS ARE DOING.

Sir: Referring to the letter which appeared in the Colonist some days ago enquiring what had become of the Transvaal Outlanders, which appeared to insinuate that after doing the shouting and grumbling, etc., they had cleared out and were not taking their share with the British troops in the war, attention should in justice to the Outlanders, be called to the following which appears in the London Times weekly edition of October 27, received here this morning. At page 677 in the first column, referring to Col. Chisholm who was killed at Elands-laagte, it is stated "that on leav-

ing the 5th Lancers in August last, of which regiment the Colonel had been in command since 1894, he was permitted to raise a regiment of Imperial Light Horse, composed mainly of refugees from the Transvaal, which regiment he brought into a state of great efficiency and it was in gallantly leading them into action at Elands-laagte that he met his death."

Reference to the losses at Elands-laagte will show that six non-commissioned officers and men of the Imperial Light Horse were killed, thirty-five wounded and one missing.

Doubtless at Kimberley and Mafeking and other places it will be found that the Outlanders are taking their part in fighting for their flag and country.

BRITISHER.

NORTHERN SERVICE.

Sir: When I was coming out from the Yukon country a week ago I found a number of Victorians who had been waiting four or five days at Skagway for the Amur, which boat they were led to believe had been put on the run in place of the Tees. We were then told by the C. P. N. agent that the Queen City was coming in place of the Tees but she had not arrived though fully due. We all came by the Cottage City, which having to go round by Sitka was a good while, and we were told at Juneau that the Queen City was then ahead of us on her return trip. We arrived on Wednesday morning, but I do not believe the Queen City has arrived yet.

I think that Victorians should be kept posted as to the means of travel to our city in competition with our neighbors, and that some effort should be made to get some sort of speedy and direct boats between here and the North.

A VICTORIAN.

HOUSEHOLDERS' REGISTRATION.

Sir: I beg to direct your attention to a hardship which exists in regard to the registration of municipal voters. According to the law as it now exists it is necessary for householders to present the declaration of qualification personally to the assessor. As the offices at the city hall are closed at noon and are not open during the evening, workmen are unable to register without loss of time and in many cases neglect to avail themselves of the franchise on this account. It is admitted on all sides that Mr. Northcott is a valuable and courteous official, but he would be conferring a great favor if he would be in attendance at the city hall during the evenings for the remainder of the month.

HOUSEHOLDER.

Extending Their Line.—Within the past sixty days the Pacific & Arctic Railway and Navigation Company, commonly called the White Pass & Yukon route, has purchased nearly \$300,000 worth of steel rails with which to extend its line from Luke Bennett to Choseleish, a point on Fifty-Mile river, four miles below the White Horse rapids. Of this amount 2,400 tons have been delivered under rush orders to Luke Bennett, together with a locomotive to be used on the construction work between Luke Bennett and the White Horse rapids. By June 1 at the latest, the railroad company expects to have its line completed to the rapids and in operation.

An exhibition of everything relating to the industry of printing books is to be held at Malaga next June, by way of celebrating the five hundredth anniversary of the birth of Gutenberg. The intention is to make the exposition permanent in the museum.

PITHER & LEISER, VICTORIA, B. C.

Figures Tell the Tale.

IMPORTS OF CHAMPAGNE

Into the United States by the sole agents of the various brands
FROM JANUARY 1st. to NOVEMBER 1st., 1899.

G. H. MUMM'S & CO'S EXTRA DRY,	86,344
MOET & CHANDON,	25,553
POMMERY & GREN0,	24,720
HEIDSIECK & Co.,	8,628
PIPER HEIDSIECK,	8,613
VVE. CLICQUOT,	8,005
LOUIS ROEDERER,	7,418
RUINART, PERE & FILS,	6,125
PERRIER-JOUET,	4,035
ERNEST IRROY & Co.,	1,725
BOUCHE, FILS & Co.,	1,477
DELBECK & Co.,	1,369
A. DEMONTEBELLO & Co.,	1,298
GOLD LACK,	929
ST. MARCEAUX,	887
VARIOUS BRANDS, (15 or more),	14,082
TOTAL,	201,207

FOR TEN MONTHS OF 1899.

Total, 86,344 cases. Over next highest, 60,791 cases.

G. H. Mumm & Co's

"EXTRA DRY" Champagne

The unprecedented large importation of this famous wine into the United States continues. For the ten months of 1899, the imports almost equal the total of 1898. These figures do not include the importations of Pither & Leiser. See that you get the "EXTRA DRY" Look at the Metal Cap.

Phenomenal Showing

—OF—

G. H. Mumm & Co's "Extra Dry"

According to Customs House statistics the importation of G. H. MUMM & CO'S EXTRA DRY in 1898 aggregated 86,855 cases, over one-third of the total, or 52,649 cases more than of any other brand.

Messrs. G. H. MUMM & CO. have made it a rule to buy very largely of fine vintages in order to tide over poorer ones, which accounts for the uniformity and excellence of their justly celebrated EXTRA DRY, and, carrying always an immense stock, they are thus enabled to supply all demands, however large, while maintaining the same high character and quality of their wine.

choicest vineyards in the Champagne District are used. Only the first pressings of the best grapes from the by G. H. MUMM & CO. in the composition of their cures, and no other champagne, no matter what the price, can excel in quality.

It is owing to the great skill and knowledge in composing the cures, combining quality, purity and natural dryness with the smallest percentage of alcohol, that G. H. MUMM & CO. have gained for their EXTRA DRY such a wonderful appreciation and demand over all other brands.

Royal warrants have been granted to Messrs. G. H. MUMM & CO., as purveyors to—
Her Majesty The Queen of England.
His Royal Highness The Prince of Wales.
His Majesty The German Emperor.
His Majesty The Emperor of Austria.
His Majesty The King of the Belgians.
His Majesty The King of Denmark.
His Majesty The King of Norway and Sweden.

Wholesale Wines, Liquors and Cigars.